

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—
His Excellency the Governor, Sir F. H. MAY, K.C.M.G.
Hon. Mr. A. M. THOMSON (Colonial Secretary).
Hon. Mr. J. A. S. BUCKNILL (Attorney-General).
Hon. Mr. A. G. M. FLETCHER (Colonial Treasurer).
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).
Hon. Mr. E. R. HALLINAN (Registrar-General).
Hon. Mr. C. McI. MESSER (Captain-Superintendent of Police).
Hon. Sir Kai Ho Kai, M.D., C.M.G.
Hon. Mr. E. A. HEWITT, C.M.G.
Hon. Mr. WEI YUE.
Hon. Mr. C. MONTAGUE EDE.
Hon. Mr. O. H. ROSS.
Hon. Mr. E. SHELLIM.
Mr. R. H. CROFTON (Clerk of Councils).

MINUTES.
The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 19 to 21, and moved that they be referred to the Finance Committee.

FINANCIAL.
The Colonial Secretary, by command of H.E. the Governor, laid on the table the Report of the Finance Committee, No. 3, and moved that it be adopted.

The Colonial Treasurer seconded, and the motion was agreed to.

KOWLOON-CANTON RAILWAY.
The Colonial Secretary moved the following resolution:—

It is hereby resolved that a sum of Dollars Four hundred and thirty thousand and eight cents thirty three (843,083.33) be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1913. In doing so he said—This resolution has been discussed by the Finance Committee, and it is unanimously recommended.

In doing so he said—This resolution has been discussed by the Finance Committee and it is unanimously recommended.

The Colonial Treasurer seconded, and the motion was agreed to.

THE GENERAL LOAN AND INSCRIBED STOCK ORDINANCE.

The Attorney-General moved the second reading of a Bill entitled, "An Ordinance to declare the terms and conditions applicable to loans authorised to be raised by the Government of Hongkong and to provide for the creation of Hongkong Inscribed Stock." In doing so he said—Sir, the Bill is a very long one, but as a matter of fact the details are all purely formal. The form of the Bill was forwarded to this Council in the form in which it was sent by the Secretary of State, but perhaps in moving the second reading I should just point out the reason why it is necessary to pass this Bill.

Under the law as it existed, there was a fairly comprehensive Ordinance, No. 1 of 1903, dealing with the issue of loans by means of inscribed stock and until the passage of another Ordinance, No. 11 of 1905, every loan proposed to be raised other than by way of inscribed stock had to be the subject of a special Debenture Ordinance, of which, Sir, there are plenty of examples, in the Statute Book, one of which is No. 6 of 1905. Under the law of No. 11 of 1905 and of No. 1 of 1903 the provisions dealing with inscribed stock were very obscurely applied to the general question of the issue of loans by way of debenture, and it was pointed out by the Secretary of State that it would be far better instead of the law as it existed at present to have one comprehensive Ordinance dealing with the issue of loans by way of debentures and also with the issue of loans by way of inscribed stock, and to introduce into that Ordinance an elasticity which does not exist at present by which the conversion from one form of loan into another could easily be done. The consequence of that proposal is the present Bill. The first half of the Bill roughly deals with the issue of loans by way of debentures, whilst the second half deals with the issue of loans by way of inscribed stock. In both parts are arrangements for mutual conversation, and in both parts are proper provisions and safeguards for the payment of money and the amortisation of loans and for providing for the necessary sinking fund.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On Council resuming, The Attorney-General reported that the Bill had passed through Committee, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE RAILWAY LOAN ORDINANCE.

The Attorney-General moved the second reading of a Bill entitled, "An Ordinance to make provision for raising a loan of two hundred and fifty thousand pounds sterling for the purposes of Railway Construction." In doing so he said—It is unnecessary for me to say anything about this Bill. The actual form is the form which was sent out by the Secretary of State. The objects to which the sum of money is to be devoted are set out in the schedule.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On Council resuming, The Attorney-General reported that the Bill had passed through Committee, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

OFFENCES AGAINST THE PERSON (AMENDMENT) ORDINANCE.

The Attorney-General moved the second reading of a Bill entitled, "An Ordinance to amend the Offences against the Person Ordinance, 1885." In doing so he said—I don't think, Sir, I can give any more simple account of what this Bill is intended to affect than I have already given in the objects and reasons.

The language of the Bill is, with some trifling exceptions modified to suit local circumstances, taken from Section 12 of the Children's Act of 1908. The English Act is usually known as the Children's Charter. It contains many other matters besides this one particular matter which it is proposed to insert by means of this Ordinance in the law of this Colony. There are one or two small amendments which I propose to make when the Bill goes into Committee, but I don't think they will affect the principle of the Bill.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On clause 2, Sir Kai Ho Kai took exception to the word "assault" in the fourth line, and suggested that it should be qualified in the interests of parents and others who had care of children.

The Colonial Secretary pointed out that the Magistrate would learn all the circumstances before passing a conviction. No one was likely to consider a corrective castigation in the nature of an assault which occasioned unnecessary suffering.

The Attorney-General said the hon. member would see that the subject was the poor law. Supposing a person at Home were charged with ill-treating a child by neglect it would be perfectly simple for him to avoid punishment if he proved that he had applied to the Poor Law Guardians and had been refused relief.

Similarly in Hongkong if a man were charged with neglecting a child he could avoid being punished if he proved to the Magistrate that he could not obtain relief from the same institution here.

Hon. Sir Kai Ho Kai—Where is your poor law here?

The Attorney-General—We have no poor law.

Hon. Sir Kai Ho Kai—Also, where is your institution to take care of children?

The Attorney-General—We have no institution for taking care of children here. In order that a person charged may avoid punishment he has only to show that he has done what he could to obtain relief. If he is unable to obtain relief he cannot help it.

Hon. Sir Kai Ho Kai—Then you will get men begging for alms.

The Attorney-General—That is better than ill-treating or starving them.

Hon. Sir Kai Ho Kai—I think the Government before passing a law of this kind should have a poor law. What is the use of making a law like this when you have nothing to relieve the suffering of the people?

The Attorney-General—The hon. member, if I may say so, misunderstands the object of the Bill altogether. The object is simply to enable a man who is charged with neglecting or ill-treating his child to get off being punished by showing he has taken what steps he can to prevent that suffering. It has nothing to do with the establishment of an institution, and it does not hold out any hope of an institution to relieve distress being established.

The clause was eventually approved.

On Council resuming, The Attorney-General reported that the Bill had passed through Committee, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

His Excellency the Governor stands adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards—the Colonial Secretary presiding. The following votes were passed:—

SECRET SERVICE.
The Governor recommended the Council to vote a sum of ten thousand dollars (\$10,000) in aid of the vote Harbour Master's Department, C-Imports and Exports Office, Other Charges, Secret Service.

NEW INSTRUMENTS FOR THE OBSERVATORY.
The Governor recommended the Council to vote a sum of one thousand three hundred and fifty-eight dollars (\$1,358) in aid of the vote Royal Observatory, Special Expenditure, New Instruments.

RELIEF OF DESTITUTES.
The Governor recommended the Council to vote a sum of one thousand dollars (\$1,000) in aid of the vote Charitable Services, Passages and Relief of Destitutes.

THE RECENT COCAINE CASE.

Judgment was delivered by Mr. F. A. Hazeland at the Magistracy yesterday in the case in which a Chinese named Li Ching was charged with having in his possession a greater quantity than 12 official doses of cocaine.

It was stated in the evidence that Revenue Officer Wilden found the cocaine, in 4,000 bottles, each of which contained an eighth of an ounce, in Holt's godowns. The bottles were hidden in five bales of newspapers.

His Worship, in the course of a very lengthy judgment, said that on the statements made by the defendant to Revenue Officer Wilden he found as a fact that the defendant was the owner of the cocaine, the subject matter of the charge.

His Worship was not able to say whether he was the sole owner or joint owner with one or more persons. The defendant being the owner, he was in "possession" as soon as the *Bellerophon* (from which the bales were landed) arrived in the Colony. It was not necessary for him to decide the question when and where the "possession" commenced. Referring to the question of the intention of the defendant to send the cocaine away, his Worship declared it was clear and obvious that the sole reason why he did not wish to land the cocaine in Hongkong was because of the danger of it being seized by the Revenue Officers. He stated that he had 4,000 dozens of cocaine and that it had all been seized except one shipment which his agents got in Japan. Defendant also stated that he had lost \$20,000 in consequence of such seizures.

His Worship also mentioned the further fact that of the 10 bales of old newspapers consigned to Hongkong, defendant was only going to ship away the five bales which contained cocaine and the five bales which contained only newspapers were to be landed in Hongkong.

His Worship concluded—"I therefore convict the defendant. I order him to pay a fine of \$1,000; in default six months imprisonment with hard labour. I further order that the cocaine, the subject matter of the charge, be forfeited to the Crown."

Mr. Lewis asked his Worship to state a case and grant a certificate for leave to appeal.

His Worship said the case must be stated in writing.

Mr. Hodgson stated that the cocaine would not be forfeited for a fortnight.

THE MAGISTRACY.

Before Mr. Melbourne, a Chinese boy was charged with hawking tortoiseshell without a licence. The tortoiseshell were brought into Court and inspected by his Worship, and after one of them had leisurely explored the clerk's table, his Worship brought the performance to a close by ordering the defendant to receive six strokes with the birch.

Revenue Officer Wilden proceeded against four boat people for being in unlawful possession of 1,050 taels of opium. There was a second charge of attempting to export the opium without a licence. It was stated that the opium was being carried to the str. *Rubi*. Mr. Otto Kong Sing appeared for the defence, and the case was adjourned.

A man was carried into the Court by a police constable, and deposited in a sitting posture on the floor of the Court. Sergt. Grant explained to Mr. Hazeland that the man, who was charged with stealing a cotton jacket, had jumped from a verandah, but he did not think there was much the matter with him, and was of opinion that the man was "shamming."

He was sentenced to one month's imprisonment.

A Chinese schoolgirl and two men, described as her "sweethearts," were charged at the instance of Sergt. Terrett with the larceny of jewellery to the value of \$1,022, clothing valued at \$30, and a sum of money from the girl's adopted mother. After evidence had been called, Mr. Hazeland sentenced the second defendant to six months' imprisonment, the girl was bound over, and the third man was allowed to go.

A small, emaciated, dirty-looking Chinese boy was charged with stealing a tray of sultanas. Inspector Dymond stated that the boy had previously made the acquaintance of the Court, and, incidentally, of the birch in consequence.

He was one of the Ko Shing gang, said the officer. His Worship queried whether the boy could be banished, expressing his opinion that it was desirable. Defendant was sentenced to a month's imprisonment and eight strokes with the birch.

The annual general meeting of the members of the Hankow Race Club confirmed the authorisation of the issue of debentures to the amount of \$200,000 for purchase of land and extension of buildings.

HAMBURG LETTER.

(SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS.")

HAMBURG, March 26th.

THE PROPERTY TAX.

Nothing fresh has transpired with regard to the tax on property except that the Federal Council has ratified the project on the understanding that it is not to establish a precedent and that the payments are to be spread over three years. The scheme has aroused the patriotic spirit of the nation, as is proved by the fact that many who would otherwise be exempt are demanding in the Press and in letters addressed to the Government that everybody, be his means ever so small, should be allowed to contribute. On the other hand, the conviction is gaining ground that social legislation has gone quite far enough, if not too far, and is endangering the development of the industries of the country by the heavy burdens it imposes upon them.

The Secretary of the Federation of the manufacturers of the district of Cologne estimates at 1,000 million Marks the annual payments by the masters to the State Insurance Funds for their hands and at 200 to 300 those to the newly started employees' old age pension, etc., insurance. According to the report of the Gelsenkirchener Bergwerk Verein, one of the great mining companies of Westphalia, for the past year, they spent in imperial and communal taxes, in premiums to the sick, invalidity, accident and old age insurance funds no less than M9,422,784, or slightly over 48 per cent. of the net profits for the twelve months (which figure does not include the work people's contributions), whilst in 1911 the percentage was still greater, viz., a fraction above 54 per cent. In spite of this the unprecedented activity in trade has permitted the distribution of a dividend of 10 per cent., but it may well be asked, what will be the result in times of commercial and industrial depression? The weight of the levies for social insurances seems to fall more heavily still on the shipbuilding industries. The following remarks are taken from a communication on the subject addressed to the *Hamburger Nachrichten* by one well able to judge. He says that the lamentable results related in the reports of several of the large shipbuilding companies for the past year bear out the warnings of men of practical experience, not to lay too heavy a burden of social taxation on the shoulders of employers. They may call forth a smile on the lips of some who, without practical knowledge of the subject, seated in Government boards or in the committee rooms of philanthropic societies are engaged in solving social problems, but will be fully endorsed by commercial men, who are beginning to realize the onerousness of the employees' insurance act lately come into operation, and the danger of further legislation in that direction. It is self-evident that the industries must be the first to suffer from over-taxation of the kind, owing to the keenness of international competition and the difficulty of guarding by combines and syndicates against the cutting down of prices.

Besides having to pay heavy contributions to the various insurance funds, which indirectly help to augment the means of trade unions, the cost of workshops and factories has been materially increased by regulations regarding space, dressing rooms, sanitary arrangements, etc., and an amount of clerical work has become necessary that is truly appalling; the engagement of an operative, for instance, requires from 25 to 35 different entries to be made, and changes being frequent a great deal of time and labour is thus wasted. So far the number of laws enacted for the benefit of the working classes does not appear to have exercised a favourable influence on the character of the latter, their sense of duty and their reliability having by no means improved. On the contrary, as the capital at their disposal increases they are growing more and more inclined to hamper work by ever-recurring demands for shorter hours, higher wages, the abolition of overtime and night work, etc., and rarely are masters in a position to disregard such demands altogether. It may thus happen that during the construction of a large vessel wages have to be raised several times. Shipbuilding, enjoying no kind of protection against foreign competition, profits have to be calculated on a very low scale and any sudden increase in the costs therefore is felt severely; the consequence has been the cutting down of prices by weaker firms in an unwarrantable manner. Technically German shipbuilding need fear no foreign competition, and it is to be hoped that shipowners, now that times are prosperous, will recognize the expediency, in their own interests, of supporting efficient German yards in preference to those of other countries. Above all, however, it is necessary that the trade be not further handicapped by fresh social taxation and that the Government should remember its duties towards employers

whom it is taxing heavily for the benefit of the working classes, whilst apparently unable to devise means for the adequate protection of men willing to work from the tyranny of the unions, and thus assisting the masters. Unless Government desists from imposing further social burdens even those industries that are protected by high tariffs are bound in time to share the fate of the shipbuilding yards, some of which have already been obliged to shut down altogether.

THE COTTON EXCHANGE.

After protracted, but for reasons it would take too long to explain, unsuccessful negotiations with the Hamburg cotton exchange, the merchants of Bremen have decided to open a market for futures of their own on September 1st, the rules of which have already been drawn up and accepted. The number of members is limited to 150, who will have to pay M.5,000 for their seat in the ring and an annual subscription of M.300, only members of Bremen firms being eligible. Members of other cotton-exchanges may become associate members by paying M.1,000 annually, and as such will be charged a reduced rate of brokerage, but will not be admitted into the ring; besides, they will have no voice in the management of affairs. A clearing house and a clearing bank are also provided for, the latter to guarantee all transactions, but to have the power of insisting on original margins and to calling up differences any time the market goes against an operator, without waiting for the weekly settling day, as in Liverpool. It is thought that the trade in the interior will prefer placing their hedges in Bremen, which can be reached by telephone, to operating in Liverpool or New York, where they are dependent on telegraphs and cables with the inevitable risk of delay and errors in transmission. The great difficulty to be contended with is the comparatively small number of firms engaged in the cotton trade in Bremen and the absence of outsiders, but it is expected that houses in Liverpool and the United States will open branch offices in Bremen, in fact several are said to have already signified their intention of doing so. If it can be carried through successfully a vast amount of commissions which have hitherto been paid to Liverpool and American houses will remain in the country, but it will be no easy matter for Bremen to compete with the two older markets and the facility they offer through the enormous volume of business transacted there.

BANK RATES.

Although the political outlook is becoming more reassuring, every day business remains almost stagnant and is likely to continue so, as long as rates for money range from 8 to 9 per cent.

THE NAVIES OF THE WORLD.

ENGLAND'S STRENGTH IN BATTLESHIPS.

A return was issued by the British Admiralty last month as a Parliamentary paper [537], showing the comparative strength of the fleets of Great Britain, France, Russia, Germany, Italy, Austria-Hungary, the United States of America, and Japan on January 1, 1913, omitting battleships and armoured cruisers over 20 years old from date of launch, and distinguishing, both built and building, battleships, cruisers of various grades, torpedo vessels, torpedo-boat destroyers, torpedo-boats, and submarines. The returns may be summarized as follows:—

Battleships Built:—Great Britain 55, building 11; France, 21 built, 7 building; Russia, 9 built, 7 building; Germany, 33 built, 7 building; Italy, 9 built, 5 building; Austria-Hungary, 13 built, 3 building; United States, 33 built, 4 building; Japan, 17 built, 1 building.

Coast Defence Vessels Built:—Great Britain, none; France, 6; Russia, 1; United States, 9; Germany, 1; Austria-Hungary, 1; Japan, none.

Building in each case, none.

Cruisers, Armoured, Built:—Great Britain, 34; France, 20; Russia, 6; Germany, 9; Italy, 9; Austria-Hungary, 4; United States, 14; Japan, 13. Building, none.

Cruisers, Light Armoured:—Great Britain, 8 (building); other countries, both built and building, none.

Cruisers, Protected (Second Class) Built:—Great Britain, 35, in addition to 3 for naval service of Dominion Governments; France, 4; Russia, none; Germany, 30; Italy, 2; Austria-Hungary, 3; United States, 15; Japan, 13. Building:—Great Britain, 4, in addition to 3 for naval service of Australia; Germany, 4; Italy, 1; Russia, 2; United States and Japan, none.

Cruisers, Protected (Third Class), Built:—Great Britain, 18; Dominion Governments, 1; France, 6; Russia, 23; Germany, 11; Italy, 11; Austria-Hungary, 3; United States, none; Japan, 4. Building:—Italy, 2; other countries, none.

Cruisers, Unprotected, Built:—Great Britain, 5; Germany, 4; Austria-Hungary, 3; United States, 3; Japan, 4; France, Russia, and Italy, none. Building:—Great Britain, 3; other countries, none.

Scouts, Built:—Great Britain, 8; Italy, 1; United States, 3; other countries, none. Building:—Italy, 2; other countries, none.

Torpedo Vessels Built:—Great Britain, 28; France, 4; Russia, 3; Germany, none; Italy, 3; Austria-Hungary, 11; United States, 2; Japan, 3. Building:—Great Britain, 1; other countries, none.

Torpedo-boat Destroyers Built:—Great Britain, 188, and Australia, 3; France, 73; Russia, 90; Germany, 12; Italy, 23; Austria-Hungary, 15; United States, 46; Japan, 52. Building:—Great Britain, 38; France, 11; Russia, 9, and 35 ordered but not yet laid down; Germany, 9; Italy, 10; Austria-Hungary, 6; United States, 4; Japan, none.

Torpedo-boats (new type)—Great Britain, 36 built.

Torpedo-boats Built:—All Classes.—Great Britain, 72; France, 160; Russia, 26; Germany, 80; Italy, 77; Austria-Hungary, 70; United States, 22; Japan, 50. Building:—Italy, 24; Austria-Hungary, 8; other countries, none.

Submarines Built:—Great Britain, 63; France, 73; Russia, 29; Germany, 18; Italy, 12; Austria-Hungary, 8; United States, 25; Japan, 13. Building:—Great Britain, 20, and Australia, 2; France, 8; Russia, 8; Germany, 14 (further numbers uncertain); Italy, 8; Austria-Hungary, one; United States, 22, including 8 not yet laid down; Japan, 2. Russia has also 12 submarines ordered.

INTIMATIONS

JOHNSTONE'S M.P.



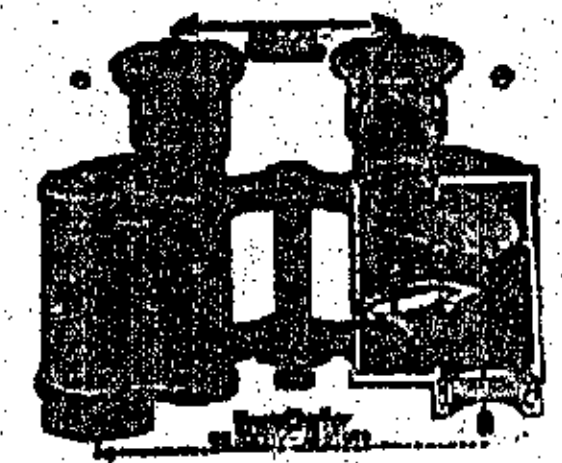
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The best that quality of ingredients and age combined with experience and skill can produce.

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[3]



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6 " (large field).....	£7.10.0
6 "	£6.0.0
6 " (small model) ...	£5.18.0
3 "	£5.8.0

To be Obtained from

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,
CHATER ROAD.

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OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN
WE WILL TELL YOU.

CLARK & CO.
SCIENTIFIC OPTICIANS
108 BLOOMINGDALE STREET, HONGKONG

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

JAVA CONSOLIDATED RUBBER AND COFFEY ESTATE, LTD.

NOTICE IS HEREBY GIVEN that the THIRD ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the Company, 57, Canton Road, Shanghai, on MONDAY, the 21st of April, 1913, at 4.30 p.m. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 21st of April, 1913, both days inclusive. By Order of the Board of Directors, J. A. WATTE & Co., Ltd., Secretaries and General Managers.

GREEN ISLAND CEMENT CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, 57, Canton Road, Shanghai, on SATURDAY, the 26th day of April, 1913, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1912. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 26th April, both days inclusive. BY ORDER OF THE BOARD OF DIRECTORS.

Hongkong, 17th April, 1913. [585]

TO LET.

LA HACIENDA EAST, 74, Meant Kollet Road.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 18th April, 1913. [587]

NORTHERN STEAMSHIP CO. OF ST. PETERSBURG.

FOR ODESSA AND BLACK SEA PORTS.

THE Russian Steamship

"BARON DRIESEN,"

Captain J. Kasmmerling, is expected to leave for the above Ports on or about 16th April. For Freight or further information, apply to BRADLEY & Co., Agents.

Hongkong, 18th April, 1913. [588]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"PESAWUR,"

Arrived Hongkong on 15th April, 1913. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODOWN and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent

Hongkong, 16th April, 1913. [1]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN, MELBOURNE & Co., General Agents.

Hongkong, 16th April, 1913. [4]

INTIMATIONS

VICTORIA RECREATION CLUB.

SIXTEENTH ATHLETIC MEETING.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong TO-MORROW (SATURDAY), the 19th April, at 1 P.M., on the Hongkong Football Club Ground (kindly placed at the disposal of the Committee) at Happy Valley.

Admission to the Ground, Stand and Enclosure (Gentlemen) 5/-.

Members of the Hongkong Football Club, on presenting Membership Ticket—Free.

No person other than Officials and Competitors allowed within the Ground.

By kind permission of the Lt. Colonel and Officers 25th Rajputs, the Band of the Regiment will play during the afternoon.

F. LAMBERT, Hon. Secretary.

Hongkong, 17th April, 1913. [579]

HONGKONG GYMKHANA CLUB.

THE FIRST GYMKHANA MEETING

of the Season will be held at HAPPY VALLEY TO-MORROW (SATURDAY), the 19th April, 1913, commencing at 3.30 P.M.

The Charge of Admission will be 5/- for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER, Hon. Secretary and Treasurer.

Hongkong, 17th April, 1913. [580]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the Club will be held TO-MORROW (SATURDAY), the 19th April, 1913, at 12.30 P.M., at the Offices of the Hongkong Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 5th April, 1913. [541]

GERMAN Residing in Hamburg, First-

Class Reference, 20 years' experience in China, desires connection with Hongkong or China firm for Exports from Canton.

Replies under— H. Y. 1249, to Messrs. RUDOLF MOSSE, Hamburg. [578]

WANTED.

LADY TYPIST for BANGKOK, Thais 200 per month, free furnished House. Apply to— S. S. 777, Care of "Daily Press" Office. Hongkong, 16th April, 1913. [577]

WANTED.

A Position for a JUNIOR REPORTER will be vacant on a Leading Morning Newspaper in China at the end of October. Agreement and Good Salary to Competent Man. Apply with Copies of Testimonials to— Box 1234, Care of "Daily Press" Office. Hongkong, 15th April, 1913. [575]

WANTED.

A CHINESE BROKER for INDENT BUSINESS in a well-known Firm. Liberal Brokerage. Apply— "S." Care of "Daily Press" Office. Hongkong, 15th April, 1913. [576]

WANTED.

IMMEDIATELY—an EXPERIENCED STENOGRAPHER and TYPIST. Male or Female. "D." Care of "Daily Press" Office. Hongkong, 11th April, 1913. [563]

TO ALL WHOM IT MAY CONCERN.

THE Business of the late R. H. MAROMEN, hitherto carried on at No. 18, D'Agallier Street (ground floor), has been purchased by the Undersigned, and will be carried on in future under the style of N. J. MOROJI & Co.

All outstanding debts due by the old firm prior to the 4th day of April, 1913, will be settled by the Vendor and are no concern of the Undersigned.

N. J. MOROJI & Co. Dated the 12th day of April, 1913. [568]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Undertaken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR, Manager, 10, Queen's Road Central, (First Floor).

Telephone No. 650. Hongkong, 3rd March, 1913. [397]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED

IN 10 SIZES.

1 QUART

TO 12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS CREAM

IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING

COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS

IN ALL SIZES.

ICE BLANKETS. ICE SHAVES. ETC.

LANE, CRAWFORD & Co.

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

FRESH CONSIGNMENTS JUST ARRIVED

PER S.S. "NARRUNG."

STOCKED BY

WING ON CO.

KWONG HIP SHING.

KWONG WAH.

AND OTHER LEADING COMPRADOIRES.

ASK FOR

PAT-A-CAKE.

SHORT CAKE.

TEDDY BEAR.

LEMON PUFF CREAM.

CLOTTED CREAM.

REPRESENTATIVES FOR HONGKONG AND SOUTHERN CHINA.

MacEWEN, FRICKEL & Co.,

[392-2]

PUBLIC COMPANIES

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on MONDAY, the 21st of April, 1913, at 11.30 o'clock A.M. precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1912, the election of Directors and Auditors for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 15th to the 21st April, 1913, both days inclusive for absent Shareholders must deposit same with the Secretary for registration at least forty-eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Hongkong, 12th April, 1913. [567]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 3rd May, 1913, at 12 o'clock noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to the 28th February, 1913, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 3rd May, 1913, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th April, 1913. [531]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of TWENTY DOLLARS per Share for the year 1911 and an INTERIM DIVIDEND of THIRTY DOLLARS per Share for the year 1912 will be Payable on WEDNESDAY, the 16th instant.

Warrants may be had on application at the Office of the Society on an after that date.

By Order of the Board.

FOR SALE

FOR SALE.

ANTIQUE CHINESE CURIOS and EMBROIDERIES, the Valuable Collection of a Private Collector, comprising Chinese Porcelain of the MING and TOWKING DYNASTIES.

Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.

Such a Valuable Collection has seldom been in any part of the World.

Purchasers are respectfully requested to call at

FUJII & Co.,

56, QUEEN'S ROAD CENTRAL, First Floor.

From 10 A.M. till 12 NOON and 2 P.M. till 5 P.M. Hongkong, 19th March, 1913. [468]

CHEESE

WE beg to inform our Customers that we have received a New Shipment

of our well-known CANADIAN STILTON CHEESE.

THE

DAIRY FARM CO., LTD.

[528]

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET,

GREAT DEMAND FOR LONG WAIST ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

14, Queen's Road Central

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEAGRE BANK.
SWISS BANKER, BERNE.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 5th February, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £15,000,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 418,513

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Ceylon, Hongkong, India, Japan, Madras, Manila, Penang, Rangoon, Singapore, Siam, Soerabaya, Tientsin, Yokohama.

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BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Customers.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 18th March, 1913. [309]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—

STERLING \$1,500,000 at 2/-=\$15,000,000
SILVER ... \$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:

Hon. Mr. C. H. ROSS—Chairman.
S. H. DODWELL, Esq.—Deputy Chairman.

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MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager.

Hongkong, 10th April, 1913. [118]

YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 18,200,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies:

Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

EISEI ONO, Manager.

Hongkong, 31st March, 1913. [444]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital.....Yen 10,000,000
Capital Subscribed (paid up).....Yen 6,250,000
Reserve Fund.....Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:



NAPIER
JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF

IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[74]

TRY

Beecham's Pills, they are just the thing as a family medicine. Nothing to be compared with them has yet been put before the public. For over half a century this medicine has been an easy First Favourite in countless households and the name and fame of Beecham's Pills have spread all over the world. The reason for the enormous popularity of this remedy is not far to seek. Experience has shown that there is nothing better for derangements of the stomach and digestive organs generally. Taken in accordance with directions.

BEECHAM'S

Pills give quick relief, stimulate the organs to healthy action and have a tonic effect upon the whole system. If you have not tried them and have any doubt as to their real value and efficacy, get a box and judge for yourself. You will find Beecham's Pills a valuable aperient and unequalled in regulating the stomach, bowels, liver, and kidneys, and restoring the powers of digestion. They increase the appetite, promote assimilation of food and establish good health. No household should ever be without a box. Many thousands of families have proved the value of Beecham's

PILLS

CHAPOTEAU'S
MORRHUOL



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
CURES CHRONIC BRONCHITIS, ASTHMA, LARYNGITIS, ETC.
THERAPION NO. 2
CURES CHRONIC NEURALGIA, MIGRAINE, RHEUMATISM, ETC.
THERAPION NO. 3
CURES CHRONIC GOUT, GRAVEL, CALCULI, ETC.
A CURE FOR YOU!
EASY TO TAKE
LASTING CURE
INSIST ON HAVING THERAPION

香港中外新報

CHUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immeasurably the best

Advertising medium among the

Native community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China

into China, etc.

Terms for Advertising (Translation free can

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Central, Hongkong, 131, Fleet Street, London,

or from the different Agents

Documents translated from or into Classical

or Colloquial Chinese.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 19th.

SPONSOR OF THE REPUBLIC.

The loan puzzle continues, and there still appears no possibility of China getting the money she wants within a reasonable time. The special correspondent of the *Daily Telegraph* in Peking says that unofficial British opinion in the capital holds the British Legation responsible for the failure to protect British interests, which are practically identical with those of China. He also cables the following remarkable story:—"How it is possible that the British Government can associate with the parties which are now openly advocating the spoliation of China, because they hate and suspect the forces of the new China, is quite inexplicable after what occurred on the Yangtze during the revolution. There is no necessity to mask to-day the fact already published in an American newspaper, that had not England, through her consuls, assisted in arranging the Wuhan armistice, an action telegraphically endorsed by Sir Edward Grey, the Chinese Republic could never have arisen. England, therefore, is directly the sponsor of the Chinese Republic; yet, despite this, British official action in the last twelve months can only be characterised by two words—weakness and wobble—showing no trace of constructive statesmanship, but combined with a curiously un-English desire to follow the lead of other Powers. That such a condition can endure permanently it is impossible to believe."

PLEA FOR A FREE HAND.

Under the non-de-jure of "Open Door," a correspondent of the financial Press asserts that for a considerable time past it has been an open secret amongst well-informed people outside the Foreign Office that the Six-Power loan negotiations could never be carried to a successful conclusion. He asks whether the time has not arrived when purely independent proposals should be allowed to replace these, necessarily abortive negotiations. "For it is quite apparent that Sir Edward Grey and his assistants at the Foreign Office, and our diplomatic representative in China, have got their lines tangled into such a knot as their combined acumen fails to unravel. The result is a dreary one for Great Britain and for Great Britain's trade, since the former has lost heavily in prestige and the latter languishes pending satisfactory settlement. From first to last the story of the Big Loan negotiations has been a series of blunder and muddle. "There is little doubt," he continues, "that if the German Money Market in Berlin were competent at the present juncture to provide the requisite necessary money, we should awake one morning to learn that an independent German group had taken the field during the night, and had agreed to finance the Chinese Republic greatly to its own and the German Empire's financial and commercial advantage. We have now an opportunity of acting to China's real and lasting benefit as well as our own by insisting that the present foolish and impolitic alliance in restraint of trade shall be replaced by free and unfettered financial dealings on the basis of pure business."

[For the other and saner view of the matter, see the report of recent statements in Parliament by Sir Edward Grey, appearing in another column of this issue.—Ed.]

MR. ARTHUR MORRISON.

It appears that Mr. Arthur Morrison, whose collection of Oriental paintings has been presented to the nation through the generosity of an anonymous donor, has never visited the Far East. Mr. Morrison is the greatest authority on Chinese and Japanese art, and collected the 700 paintings which are now to be shown in the British Museum. The gift caused quite a sensation and it was asserted in most of the papers that Mr. Morrison made his first purchase of prints in the by-ways of the East End and afterwards went to Japan. Both these statements are incorrect. It was in the City, some twenty years ago, that he first came across a series of Japanese prints and began to take an interest in the art of the Orient. He discovered that the men who had designed these prints were also painters, and this led him to investigate their works and collect them. Mr. Morrison devoted years of patient research to forming the collection. It is a difficult branch of connoisseurship, because the forgeries are more common and harder to detect than in any other branch of art. While he bought many specimens in this country and in France, friends made purchases for him in Japan. "Poetry and painting are closely associated," says Mr. Morrison, "both in Japan and China, and that is the fascinating element that distinguishes Eastern from European art. Oriental painters paint ideas, rather than the more external appearance of the object, and they succeeded, one thousand years ago, in doing what post-impressionists profess to do now." Mr. Morrison, who is well-known as an author and playwright, is especially proud of the distinctions conferred upon him by the chief art societies of Japan.

THE MALAY BATTLESHIP.

Various statements are still being made with regard to the Malay battleship, and many stories are current in political circles. The lobby correspondent of the *Evening Standard* is the latest to put anything into print, and he writes:—"The story of the Malay contribution will not add to the credit of the Government. When it was first announced it was represented that the wealthy Malay Chiefs had spontaneously offered a battleship to the Navy. It is now admitted that the gift was not spontaneous, but that it was prompted from Home, and that the chiefs were practically coerced into making the contribution."

WM. POWELL,
LTD.

TELEPHONE 346.

TAILORS and OUTFITTERS

EVERYTHING FOR GENTLEMEN'S WEAR.

CHOICE
SUMMER
MATERIALS

now showing

in our

TAILORING
DEPARTMENT.

(All Garments made on the Premises.)

WILLIAM POWELL, LTD.

THE CHINESE REORGANIZATION
LOAN.

INTERESTING STATEMENTS BY
SIR EDWARD GREY.

In the House of Commons on the 27th ult.:

Mr. W. Guinness (Bury St. Edmunds, Opp.) asked whether the same views of policy which actuated the British Government in its support of the Six-Power Group would similarly actuate it in its relations towards the same loan now that the United States had withdrawn; whether with this loan, to which China had objected, had not been put forward by various Powers; and whether British finance would remain identified with the old proposals while American finance, free from Government control, was placed in a more advantageous position to negotiate.

Sir E. Grey.—The answer to the first part of the question is in the affirmative. No political conditions unconnected with the loan, to which China had objected, had not been put forward by various Powers; and whether British finance would remain identified with the old proposals while American finance, free from Government control, was placed in a more advantageous position to negotiate.

Mr. Guinness.—Do not the political conditions involve the continuance of certain unpopular taxes, which otherwise the Chinese Parliament might be able to abolish; and will not the Chinese Government be greatly hampered by the other conditions and the fact of these taxes being continued under European control and management?

Sir E. Grey.—Of course, all taxes are unpopular. (Hear, hear.) If you wish to borrow money there must be some guarantee, and in cases of this kind the usual security is that some particular tax or source of revenue should be assigned to the service of the loan. It might be that the conditions were unpopular, but it is a necessary condition if there is to be good security for the loan. (Hear, hear.)

Mr. Guinness (Westminster, N., Nat.) asked the Secretary for Foreign Affairs whether the British Government continued to support what remained of the six-Power finance group in imposing upon China the conditions enunciated in the administrative independence of China, on account of which the Government of the United States had withdrawn its support from the American group of that group; whether Chinese satisfaction to lenders; and whether, before the completion of any agreement for a loan involving the consequences indicated, this House would be informed of its full terms and conditions.

Sir E. Grey (Northumberland, Berwick).—His Majesty's Government have no intention of departing from the policy which they have pursued hitherto in the matter of the Chinese reorganization loan.

I must again refer the hon. member to replies which I have constantly given in the House to explain the true nature of that policy. I cannot make the promise asked in the last part of the question, and I deprecate the assumption that any loan will have the injurious consequences attributed to it by the hon. member, though every loan to an individual or to a State entails certain obligations upon the borrower.

so far as they mean an advance of money, direct or indirect, to the Chinese Government; but I am as fully convinced now as I was when his Majesty's Government embarked on the policy of co-operating with other Powers that that policy is ultimately to the advantage of British trade and industry, since it is, in my opinion, the only means by which Chinese credit can be securely established and conditions in China rendered favourable for industrial enterprise in the future. I am not prepared, therefore, to reconsider at present my decision to give exclusive support to the authorized British group. If this policy fails and there is unrestricted competition to lend money to China, I must, of course, reconsider the whole situation; but I fear that it will result in competition between different countries to get political advantages in return for easy loans on improvident terms.

Mr. Pointer asked whether the effect of the Government's policy of the group arrangement was not to restrict the opportunity of China to borrow, and whether, seeing that the American group had withdrawn, British trading interests might not be prejudiced owing to the change in the circumstances.

Sir E. Grey.—I do not think that will be the result, because I think unrestricted competition will tend to a very undesirable competition between different nations to get political advantage in China in regard to easy loans on improvident terms and, if that is so, China's credit will be impaired, and therefore not good for us.

Mr. D. Mason (Coventry, Min.) asked whether the people who were prepared to lend money were not the best judges as to whether the terms were improvident.

Sir E. Grey.—I am afraid that is too much of a general rule to lay down. Often it is the case that people are anxious to make loans only if they see immediate financial profit to themselves, which is not necessarily to the advantage of the trade of this country or to the advantage of the country borrowing.

Sir J. D. Rees (Nottingham, E., Opp.) asked the Secretary for Foreign Affairs whether he had any information to the effect that a new American group had been formed to negotiate an independent loan with China; and whether, in view of the withdrawal of the United States Government, the quintuple Powers could object to that isolated action on the part of those who had hitherto co-operated with them.

Sir E. Grey.—The answer to the first part of the question is in the negative; to the second in the affirmative. The hon. member, however, here assuming that a new American group would be composed of the group that has formed part of the Six-Power Consortium in the reorganization loan negotiations. But I understand that this would not be possible until a specific period has elapsed, since each group is bound by agreement to give notice of its withdrawal from the consortium, and it would be some time before it was free to take separate action on its own account.

PASSENGERS.

ARRIVED.

Per *Chenan*, from Shanghai, Mr. and Mrs. McNeill, Misses McNeill (2), Miss Eva, Mr. and Mrs. Moisan, Mr. Smith and Mr. Sonto.

Per *Scandin*, from Shanghai, Mr. and Mrs. Hansen, Ninette Hansen, Miss F. Steffens, Mr. H. Grosse, Miss L. Hiermar and Dr. H. Horn.

Per *Bulgar*, for Hongkong, from Hamburg, etc., Mr. A. Fabricius, Dr. Paul Gerdner, Miss B. Saunghausen, Mr. Dawdner, Mr. G. Supper, Mr. Haus Bulle, Mr. B. Hazan and family, Mr. Hampe, Mr. and Mrs. D. Garrison, Misses Newhouse (2), Mr. and Mrs. Georgeon, Miss Hughes, Rev. G. Gese, Dr. Workman, Mr. Folds, Mr. H. Campbell, Mr. E. H. Villiers, Mr. Gutschel, Dr. Kulstze, Mr. and Mrs. Harker, Mrs. T. H. Sherratt, Miss M. T. Whight, Mr. John W. Gray, Mr. W. N. Worcester, Mr. Ed. v. H. Johnston, Major P. Words, Mr. James Tahetiant, Mrs. A. Carroll and infant, Mr. H. Farber, Mr. Fritz Hoyer, Mr. Paul Weiss, Mr. O. Kempter, Mr. O. Scherer, Mr. J. Klemes, Mr. H. Bohr, Mr. F. Verneier, Mr. P. von Berkel, Mr. B. U. van Jehy, Mrs. K. H. Struve, Dr. and Mrs. F. A. Watkins, Mr. Ernst Konig, Mr. A. M. Hodgkin, Mr. A. Kutzner, Mr. H. Echeon and child, Miss T. Erlson.

TO LET.

TO LET.

FLATS, "WILD DELL," No. 147, Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants Quarters. Quiet Locality. No. 11, SEYMOUR ROAD. Apply to—
TSANG KIT-PAN,
Comptroller Department,
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 1st April, 1913. [522]

TO LET.

NO. 2, WEST END TERRACE, Shamshau. From 1st May, 1913.
153, PRAYA EAST, GODOWN.
FURNISHED or TO LET.
Unfurnished, a HOUSE at The Peak. Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1913. [65]

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE.
Apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [66]

TO LET.

NO. 21, SHELLEY STREET.
The "EYRIE," No. 13, Peak, To Let FURNISHED.
"LYEMUN," Barker Road, No. 134, Peak, To Let FURNISHED or UNFURNISHED to 30th November 1913. 6 ROOMS.
"CRAIG EYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.
From 1st February, 1913, MERION, No. 10, PEAK, FURNISHED or UNFURNISHED. 6 ROOMS. To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.
For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—
LIVESTAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 14th April, 1913. [64]

TO LET.

"BREEZY VILLA," No. 2, Park Road. 4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—
YAP HOK LING,
No. 4, Ripon Terrace.
Hongkong, 28th March, 1913. [507]

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.
ALSO
NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings.
Hongkong, 16th April, 1913. [306]

TO LET.

SHOP in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 27th November, 1912. [166]

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 and 14, Queen's Road Central.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 25th March, 1913. [510]

TO LET.

OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 9th April, 1913. [555]

TO LET.

A HOUSE in KNOTSFORD TERRACE.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 28th March, 1913. [505]

TO LET.

NO. 27, ROBINSON ROAD. SIX ROOMS, with Outhouse, Commanding a Fine View of the Harbour.
Apply to—
F. X. D'ALMADA e CASTRO,
33, Queen's Road Central.
Hongkong, 18th January, 1913. [204]

TO LET.

NOS. 38 and 40, QUEEN'S ROAD. CENTRAL, 1st Floor, from 1st April next. Suitable for an Office. Central locality.
Apply—
H. BUTTONJEE & SON.
Hongkong, 27th March, 1913. [502]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front, East Point.
For further particulars apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 15th August, 1912. [671]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1912, with INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 10th March, 1913.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA,"
Arrived Hongkong on 9th April, 1913, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Malwa."
From Persian Gulf, ex s.s. "I. S. N." and "B. P. S. N." Co's Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 10th April, 1913. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOORLICH," LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 12th April, 1913. [571]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"NABRUNG,"
Arrived Hongkong on 14th April, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 14th April, 1913. [1]

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA,"
Captain G. Schröder, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:—
Ex s.s. "Trelborg" from Abus.
Ex s.s. "Germania" from Göteborg.
Ex s.s. "Baron" from Bordeaux.
HAMBURG-AMERICA LINE,
Horn Office.

Hongkong 14th April, 1913. [574]

NOTICE TO CONSIGNEES.

S.S. "KOREA,"

FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from the Company's Godown. Cargo will be landed immediately at Consignees' risk and expense.

Cargo remaining undelivered WEDNESDAY, 16th April, at 5 P.M. will be landed at Consignees' risk and expense.
Cargo remaining undelivered MONDAY, 21st April, at 5 P.M. will, in addition to landing charge, be subject to storage charge.
No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 19th April, at 10 A.M.
No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 15th May, otherwise they will not be recognized.

FRED J. HALTON
Agent.

Hongkong, 15th April, 1913. [30]

THE Steamship

4. From Naval Yard to East Point

April 15th—*Indrawady, Pancer.*

April 15th—Indrawadi, Teucer.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL.
SHANGHAI, KOBE AND POLYNESIAN On 21st Apr., at 7 A.M.
YOKOHAMA On 21st Apr., at 7 A.M.
MARSEILLES, VIA PORTS On 22nd Apr., at 1 P.M.
TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in MARSEILLES.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG

TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 26th April, Connecting with "ELLERIE" 14th May.
From COLOMBO: 14th May.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if suitable. Indemnity officers, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Seddon, will be despatched
for MIKE, KOBE and MOJI on 19th April, at Daylight.
S.S. "TRONGWA," 6,298 tons, Captain O. M. Robins, will be despatched
to SHANGHAI, KOBE & MOJI, on 30th April.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.R., will be despatched
for SINGAPORE, PENANG and CALCUTTA on 18th April, at 3 P.M.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
as above on 7th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONO.
MANCHURIA 27,000 tons, twin screws.	SAFETY.	LULU (the Paradise of the Pacific) through Service via
KOREA 18,000 tons, twin screws.		
SIBERIA 18,000 tons, twin screws.		
NILE 11,000 tons.		
Also CHINA 10,200 tons.		
PERSIA 9,000 tons.	SPEED.	NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £56. SPECIAL RATES for Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS	Tons	Starting
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 5th May, at 1 P.M.
CHINA	10,200	TUESDAY, 13th May, at 5 P.M.
MANCHURIA	27,000	TUESDAY, 20th May, at 1 P.M.
NILE	11,000	TUESDAY, 3rd June, at 3 P.M.
MONGOLIA	27,000	TUESDAY, 10th June, at 1 P.M.
PERSIA	9,000	TUESDAY, 1st July, at 3 P.M.
KOREA	18,000	TUESDAY, 8th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From Hongkong.	Arrive Manila.	Leave Manila.	From Manila.	Due Hongkong.
13th May ... CHINA	15th May.	3rd May ... CHINA	5th May.	
3rd June ... NILE	5th June.	11th May ... MANCHURIA	13th May.	
1st July ... PERSIA	3rd July.	21st June ... PERSIA	23rd June.	
29th July ... CHINA	31st July.	19th July ... CHINA	21st July.	

LET US PLAN AN ITINERARY FOR YOU.

Ernst's Buildings (opposite Blake Pier). Telephone No. 141.
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

8 a.m. "HONAM."	FRIDAY, 18th April, 1913.	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."		5 p.m. "KINSHAN."
8 a.m. "HEUNGSHAN."	SATURDAY, 19th April, 1913.	8 a.m. "HONAM."
10 p.m. "HONAM."		5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th April, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "RAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LUNYAN" and "SHANLU." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51]

SAN FRANCISCO



SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,600 tons.
S.S. CHYO MARU ... 22,600 tons.
S.S. SHINYO MARU ... 22,600 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND
RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th May at 5 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor,
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUZ and PORT SAID.
S.S. "CHINA," 11,800 tons, will leave as above about 1st May.

These Steamers of large tonnage are fitted with comfortable and clean accommodation for Saloon
passengers. No surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.16.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basel, Lausanne, Calais or Boulogne, Class I £8.15, II £6.16.

BY SEAMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.

BY TATLER EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.15, II £4.16.

TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 28th April, at 7 P.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "PERSIA," 12,500 tons, will leave as above about 5th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Hongkong, 15th April, 1913. [52]

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, ...	"PEKING"	6,500	On 19th April
KOBE and MOJI			

For Freight and Further Particulars, apply to

TELEPHONE No. 171
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID ...	IYO MARU Capt. Hirase,	12,500	{ WED'DAY, 23rd April, at D'light.
	HIRANO MARU Capt. H. Fraser	16,000	{ WED'DAY, 7th May, at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA ...	YOKOHAMA MARU Capt. S. Wada,	12,500	{ TUESDAY, 22nd April, at Noon.
	SANUKI MARU Capt. Richards,	12,500	{ SATURDAY, 17th May, from Kobe.
SEIDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	INABA MARU Capt. Tomioka,	12,500	{ WED'DAY, 7th May, at Noon.
	NIKKO MARU Capt. Yagi,	9,600	{ WED'DAY, 4th June, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON ...	HAKATA MARU Capt. H. Nomura	12,500	{ SATURDAY, 19th April.
BOMBAY via SINGAPORE, and COLOMBO ...	KAWACHI MARU Capt. Christiansen,	12,500	{ MONDAY, 28th April.
KOBE and YOKOHAMA ...	KAMO MARU Capt. Sommer,	16,000	{ THURSDAY, 24th April, at 11 a.m.
MOJI, KOBE & YOKOHAMA ...	KIRIN MARU Capt. M. Deguchi,	6,000	{ MONDAY, 28th April.
NAGASAKI, KOBE & YOKOHAMA ...	KUMANO MARU Capt. M. Winkler,	9,600	{ WED'DAY, 7th May, at Noon.
SHANGHAI, MOJI and KOBE ...	SHINYO MARU Capt. Okuma,	12,500	{ TUESDAY, 29th April.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	{ 1st Class £25 2nd Class £17
" " LONDON via NEW YORK ...	{ 1st Class £55 2nd Class £40
" " " via MONTREAL ...	{ 1st Class £54 2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK ...	£100
" " " via MONTREAL ...	£102

N.B.—While the rates are reduced, the excellence of the service in all respects will be
maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

(11-12-13)

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA ...	April 26	MACEDONIA ...	May 24	May 30
CHINA ...	May 10	MALWA ...	June 7	June 13
			SUNDAY	SATURDAY
DELTA ...	May 24	MOULTAN ...	June 22	June 28
ASSATE ...	June 7	MOREA ...	July 6	July 12
ABCDIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 2 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NORE ...	April 30	June 3	June 13
NILE ...	May 14	June 17	June 27
PALAWAN ...	May 28	July 2	July 11
SUMATRA ...	June 11	July 16	July 25
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 14	Aug. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd £33.10 £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWITT,

SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (PALAWAN AND YOKOHAMA)	Capt. C. R. Longden, R.N.R.	About 21st April.	Freight and Passage.
SHANGHAI	CHINA Capt. C. H. S. Toque, R.N.R.	About 24th April.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA Capt. W. R. Hickey	Noon, 26th April.	See Special of Call.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NORSE Capt. D. Asbury	About 30th April.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th April, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI, WEIHAWEI & TIENTSIN	"KUEICHOW"	On 19th Apr., 10 A.M.
SHANGHAI	"CHENAN"	On 19th Apr., 11 A.M.
MANILA, CEBU AND ILOILO	"TEAN"	On 23rd Apr., 4 P.M.
SHANGHAI	"CHINHUA"	On 24th Apr., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidsides; Electric Fans fitted; Extra State-rooms on Deck, aft; Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

HONGKONG, 16th April, 1913. TELEPHONE 36. AGENTS

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 22nd April, at 11 A.M.
"HAIYAN"	Capt. J. S. Bosch	FRIDAY, 25th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgkin	SUNDAY, 20th April, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 17th April, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 2nd May.	On 30th May, 11 A.M.
EMPIRE	On 9th May.	On 24th May, 11 A.M.
ST. ALBAN	On 16th May.	On 31st May, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Lounge has Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

47

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. ALESIA	27th Apr.
S.S. SEGOVIA	8th May.
S.S. FURST BUELOW	19th May.
S.S. BIRKENFELS	24th May.
S.S. SAXONIA	24th May.
S.S. PREUSSEN	24th June.

For Further Particulars, apply to—

HOMEWARD.

FOR MARSEILLES & HAMBURG:	
S.S. SPERZA	18th Apr.
FOR HAVRE & HAMBURG:	
S.S. SCANDIA	18th Apr.
FOR ROTTERDAM, BREMEN, HAMBURG & ANTWERP:	
S.S. SACHSEN	19th Apr.
FOR HAVRE, HAMBURG & ANTWERP:	
S.S. SENEGAMBIA	25th Apr.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. LIBERIA	16th May.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BAYERN	20th May.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 12th April, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

"NIPPON MARU"

INTERMEDIATE STEAMER. Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	H. S. Smith	TUESDAY, 29th April, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, at Noon.
TENYO MARU	E. Best	TUESDAY, 24th June, at Noon.

The S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on TUESDAY, the 29th April, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WED' DAY, 4th June, at Noon.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC LINE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. and TACOMA via JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	TUESDAY, 22nd April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WED' DAY, 30th April, at 2 P.M.
"CHICAGO MARU"	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU"	K. Hori	WED' DAY, 28th May, at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 2 P.M.
"PANAMA MARU"	J. Kanoo	WED' DAY, 25th June, at 2 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU"	K. Komiya	WED' DAY, 23rd April, at 4 P.M.
"LUZON MARU"	H. Yamamoto	SUNDAY, 25th May, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 26th June, at 4 P.M.

Steamer	Captain	Leaving
"LUZON MARU"	H. Yamamoto	SATURDAY, 19th April, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	WED' DAY, 21st May, at 4 P.M.
"INDO MARU"	K. Komiya	SUNDAY, 22nd June, at 4 P.M.

CHINA & FORMOSA LINE.

For FOOCHOW via SWATOW AND AMOI.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WED' DAY, 23rd April, at Noon.

For TAMSUI via SWATOW AND AMOI.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 20th April, at Noon.
"DAIJI MARU"	M. Nagano	

For ANPING AND TAKAO via SWATOW AND AMOI.

Steamer	Captain	Leaving
"SOCHU MARU"	K. Tashiro	

FOR CANTON.

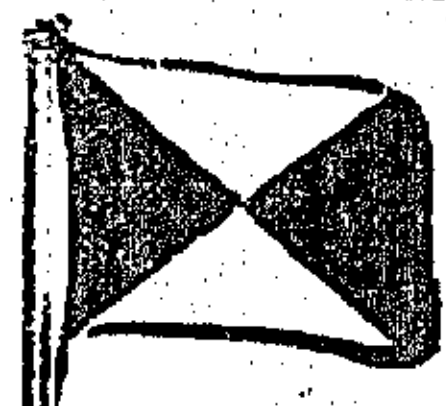
Steamer	Captain	Leaving
"SOCHU MARU"	K. Tashiro	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Frisco Central).

For FURTHER INFORMATION, apply to

491-778-7

Z KAMIYA,

MANAGER
Second Floor, No. 1, Queen's Building

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Holo and Cebu	
RUBI	4000	J. Miller	Manila, Mangarin, Holo and Cebu	

For Freight or Passage, apply to
HONGKONG, 31st March, 1913
SKEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 31' 6"
Pumps Empty Dock in 2-3 4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

THE LEEDS FORGE CO., LTD.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and FLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRIG-BANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUCKIST	6,750	Saturday, 19th Apr., at 9 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	About Tuesday, 29th April.
KODAT and SANDAKAN	"BORNEO," Capt. F. SETHILL	5,000	End of April.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 17th April, 1913.

"HONGKONG DAILY PRESS" PUBLICATIONS.

NAME	PRICE	NAME	PRICE
DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY	on paper cover 0.80
Do. Do. Smaller Edition	6.00	Do. Do. cloth cover	1.00
CHILDREN OF FAR CATHAY		DOG and GUN in New Territory	1.00
Social and Political Novel, by C. J. Helcombe	3.50	FROM HONGKONG TO CANTON	1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00	BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations	1.75
THE HONGKONG TYPHOON, Sept. 1874, 1896, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol. bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1842 to 1912	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE	1.00
HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1898	2.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	Called Out, or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Helcombe	2.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	PLAN OF THE WEST RIVER	1.00
POLITICAL OBSTACLES TO MISERABLE SUCCESS IN CHINA	0.25	" " VICTORIA	1.00
TRADE MARK REGULATIONS IN CHINA	0.25	" " KOWLOON	1.00
		" " PEAK	1.00
		" " NEW TERRITORY	1.00
		POWER OF ATTORNEY FORM	0.20
		MAIL TABLES for 1913	0.50 & 0.25

WEATHER REPORT.

On the 17th at noon.—Pressure has increased over the whole area; moderately in the north-east and slightly elsewhere. It is now highest over N.E. China and S.W. Manchuria. Shallow depressions are situated over Indo-China, South Japan, and to the East of Hokkaido.

Fresh to moderate N.E. winds will prevail over the east coast of China, and moderate E. winds over the northern portion of the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

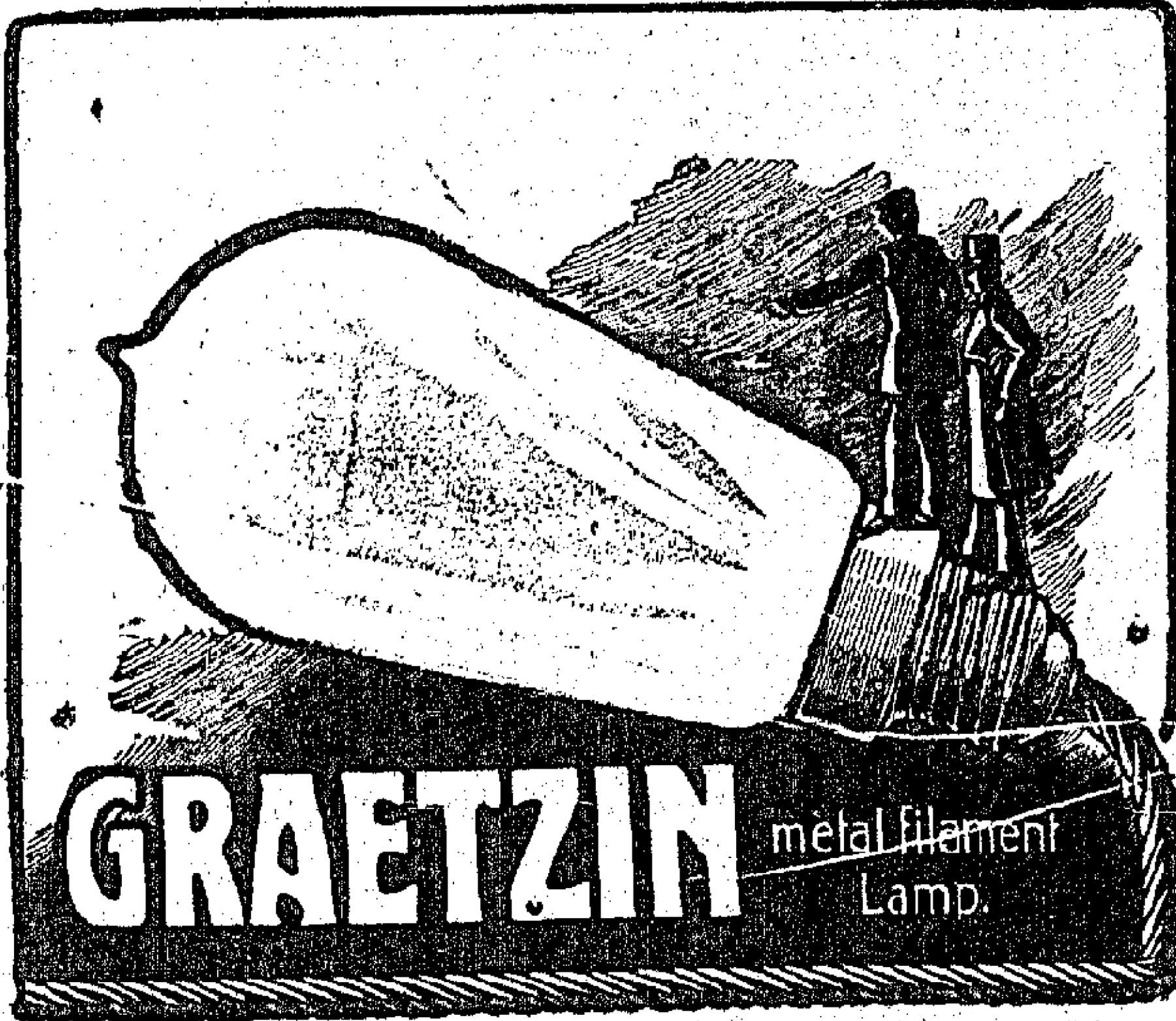
DISTRICT FORECAST.
• Hongkong & Neighbourhood { N.E. winds, strong.
Formosa Channel {
South coast of China between N.E. winds, Hongkong and Lamook, { fresh.
South coast of China between the same as Hongkong and Hainan { No. 1.
• E. wind, moderate; cloudy, rain.

HONGKONG TIDE TABLE.

From 18th to 24th April, 1913.

Day of Month	HIGH WATER.		LOW WATER.	
	H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Fri. 18	8 22	5 3	1 45	1 3
Satur. 19	8 23	5 7	2 22	2 8
Sun. 20	8 43	6 2	2 24	2 0
Mon. 21	9 14	6 7	3 9	1 4
Tues. 22	10 37	5 8	3 23	2 3
Wed. 23	9 41	7 0	3 45	2 8
Thurs. 24	11 31	5 2	4 34	3 8
	10 30	4 6	5 18	0 9
	10 37	7 2	6 10	1 1

NOTICE TO KOWLOON RESIDENTS



DAILY INCREASING DEMAND

FOR THE RISING STAR:

GRAETZIN

Obtainable **65** CENTS Everywhere.

General Agent for Hongkong and China:

HUGO C. A. FROMM, HONGKONG.

20, DES VŒUX ROAD, 1st Floor.

Hongkong, 18th April, 1913.

[44-19]

NOTICE POST OFFICE

The Mexico Mail is expected to arrive here on Monday, the 21st inst., with the London Mails (via Siberia) of Wednesday, the 26th, and Saturday, the 29th March.

FOR	PER	DATE
Straits	Baron Driesen	Friday, 18th, 8.00 A.M.
Philippine Islands	Spezia	Friday, 18th, 9.00 A.M.
Sydney, Teikoku, Chetoo and Chingwantoo	Hopsang	Friday, 18th, 1.00 P.M.
Straits	Welsh Prince	Friday, 18th, 1.15 P.M.
Shanghai and North China	Stentor	Friday, 18th, 1.30 P.M.
Japan via Miko	Japan	Friday, 18th, 1.35 P.M.
Macao	Sui Tai	Friday, 18th, 2.00 P.M.
Straits and India via Calcutta	Dilevara	Friday, 18th, 2.00 P.M.
Philippine Islands, Yap, Samarra, Maroon, Friedrich, Wilhelmshafen, Hamburg, Heberstshofe, Matupi, Australia, Tasmania and New Zealand via Brisbane	Coblenz	Saturday, 19th, 8.00 A.M.
Amoy, Weihaiwei and Tientsin	Kueichow	Saturday, 19th, 9.00 A.M.
Philippine Islands	Hopsang	Saturday, 19th, 1.00 P.M.
Macao	Sui Tai	Saturday, 19th, 1.15 P.M.
Shanghai and North China	Chenan	Saturday, 19th, 5.00 P.M.
(EUROPE VIA SIBERIA)	Chengyang	Saturday, 19th, 5.00 P.M.
Swatow, Shanghai, and North China	Hanyang	Sunday, 20th, 9.00 A.M.
Swatow	Dang Mar	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamsui	Sui Tai	Monday, 21st, 1.15 P.M.
Macao	Fooking	Monday, 21st, 5.00 P.M.
Japan via Yokohama	Haiching	Tuesday, 22nd, 10.00 A.M.
Swatow, Amoy and Fookow	Yokohama Maru	Tuesday, 22nd, 10.00 A.M.
Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle		
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via MANHESSEL (Late Letters 11 to NOON Extra postage 10 cents)	Ernest Simons	Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Korea	Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)
Japan via Moji, Victoria and Tacoma	Seattle Maru	Monday, 22nd, 1.00 P.M.
Macao	Sui Tai	Tuesday, 23rd, 1.15 P.M.
Philippine Islands	Tan	Tuesday, 23rd, 3.00 P.M.
Straits and Ceylon	Iyo Maru	Tuesday, 23rd, 5.00 P.M.
Shanghai and North China	Chengyang	Wednesday, 24th, 11.00 A.M.
Swatow, Amoy and Fookow	Fookang	Thursday, 24th, 1.00 P.M.
Swatow	Chenhua	Thursday, 24th, 3.00 P.M.
Swatow, Amoy and Fookow	Haiching	Friday, 25th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via MANHESSEL (Late Letters 11.00 to NOON Extra postage 10 cents)	Devanah	Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Philippine Islands	Loongsang	Saturday, 26th, 1.00 P.M.
Philippine Islands	Tafiro	Saturday, 26th, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES, and SOUTH AMERICA via VANCOUVER (EUROPE VIA SIBERIA)	Empress of Japan	Registration ... 4.00 P.M. (Registration with late fee of 10 cents, up to 4.30 P.M.)
Shanghai and North China	Hansang	Monday, 29th, 11.00 A.M.
Philippine Islands, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES	Loetow	Registration ... 8.30 A.M. (Registration with late fee of 10 cents, up to 9.00 A.M.)
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	Eastern	Wednesday, 30th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Taiyuan	Saturday, 10th, 10.00 A.M.

NOTE: Letters—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121.)

COMMERCIAL.

CLOSING QUOTATIONS.

April 17th.

ON LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	2 1/2
Documentary Bills 4 months' sight	2 1/2
ON PARIS:	
Bank Bills, on demand	2 1/2
Credits, at 4 months' sight	2 1/2
ON GAMBIA:	
On demand	202
ON NEW YORK:	
Bank Bills, on demand	48
Credits, at 60 days' sight	49
ON BOMBAY:	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON CALCUTTA:	
Telegraphic Transfer	147
Bank, on demand	147 1/2
ON SHANGHAI:	
Bank at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA:	
On demand	96 1/2
ON MANILA:	
On demand—Pesos	96 1/2
ON SINGAPORE:	
On demand	84 1/2
ON BATAVIA:	
On demand	119
ON HAIPHONG:	
On demand	1 1/2 p.m.
ON SAIGON:	
On demand	78 1/2
ON HONGKONG:	
On demand	110.05
GOVERNMENT, Bank's Buying Rate	110.05
GOLD LEAF, 100 fine, per test	112.20
BAR SILVER, per oz.	17 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10	77.38 discount
Hongkong	20	76.30
Hongkong	10	77.57

MAILS VIA SIBERIA.

London	Due
Date	Shanghai
March 27th.	April 14th.

TO-NIGHT

9.15 P.M.—Bijou Theatre.

TO-MORROW

12.30 P.M.—Hongkong Jockey Club Half-Yearly Meeting.
1 P.M.—V.R.C. Athletic Meeting at the Hongkong Football Club Ground, Happy Valley.
3.30 P.M.—First Gymkhana Meeting at the Race Course.

FORTHCOMING EVENTS.

Saturday, 26th April:—
Noon—Green Island Cement Co., Ltd., Meeting of Shareholders.
Saturday, 3rd May:—
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.

SHARE LIST—QUOTATIONS.

HONGKONG 17TH APRIL, 1913.

STOCKS.	N.O. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIVD.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	112 1/2	all	112 1/2, sal. & buy	5 p.p.
China Bank Corporation, Limited	60,000	122	all	122, buyers	10 p.p.
China Light and Power Company, Ltd.	50,000	101	all	101	
China Provident, Loan and Mortgage Co., Ltd.	200,000	110	all	110	7 1/2 p.p.
COXON MILLS.					
Hongkong Cotton Spinning & Weaving Co., Ltd.	20,000	114	all	114 1/2	
Hongkong Cotton Spinning Co., Ltd.	125,000	110	all	110	
Dairy Farm Company, Limited	40,000	114	all	114	6 p.p.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	110	all	110, sal. & sel.	6 p.p.
H'kong & Whampoa Dock Co., Ltd.	50,000	110	all	110, buyers	5 p.p.
New Amoy Dock Co., Limited	10,000	110	all	110, buyers	7 p.p.
S'hai Dock and Engineering Co., Ltd.	55,700	110	all	110	
S'hai and Hongkong Wharf Co., Ltd.	36,000	110	all	110	
Green Island Cement Co., Limited	400,000	110	all	110, buyers	5 1/2 p.p.
Hongkong Electric Co., Limited	60,000	110	all	110, buyers	5 1/2 p.p.
Hongkong Hotel Company, Limited	12,000	110	all	110, buyers	5 1/2 p.p.
Manila Hotel Company, Limited	8,000	110	all	110, buyers	5 1/2 p.p.
Hongkong Ice Company, Limited	15,000	110	all	110, buyers	5 1/2 p.p.
Hongkong Rope Manufacturing Co., Ltd.	5,000	110	all	110, buyers	5 1/2 p.p.
H'kong South China Steam Fisheries Co., Ltd.	60,000	110	all	110, buyers	5 1/2 p.p.
Hongkong Steel Foundry Co., Ltd.	15,000	110	all	110, buyers	5 1/2 p.p.
Hongkong Tramway Co., Ltd.	325,000	110	all	110, sal. & buy.	5 1/2 p.p.
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	110	all	110, buyers	7 p.p.
China Fire Insurance Co., Limited	20,000	110	all	110, buyers	6 p.p.
Hongkong Fire Insurance Co., Ltd.	8,000	110	all	110, sal. & buy.	7 p.p.
North China Insurance Co., Limited	10,000	110	all	110, buyers	6 p.p.
Union Insurance Society, Limited	12,000	110	all	110, buyers	6 p.p.
Yonghe Insurance Association, Ltd.	12,000	110	all	110, buyers	6 p.p.
LAND AND BUILDINGS.—					
H'kong Land Investment Co., Ltd.	50,000	110	all	110, buyers	7 p.p.
Hongkong Land Reclamation Co., Ltd.	25,000	110	all	110, buyers	6 p.p.
Humphreys Estate and Finance Co., Ltd.	150,000	110	all	110, buyers	6 p.p.
Kowloon Land and Building Co., Ltd.	6,000	110	all	110, buyers	6 p.p.
Shanghai Land Investment Co., Ltd.	75,000	110	all	110, buyers	7 1/2 p.p.
West Point Building Co., Limited	12,500	110	all	110, buyers	7 1/2 p.p.
Masthead Building Co., Ltd.	25,000	110	all	110, buyers	7 1/2 p.p.
MANUFACTURING.—					
China Engineering and M. Co., Ltd.	1,000,000	110	all	110, buyers	5 p.p.
Beacon Tin and Rubber Estate, Ltd.	822,000	110	all	110, buyers	5 p.p.
H'kong Australian Gold Mining Co., Ltd.	200,000	110	all	110, buyers	5 p.p.
Trench Mines, Limited	160,000	110	all	110, buyers	5 p.p.
Peak Tramway Co., Limited	25,000	110	all	110, buyers	5 p.p.
Philippine Co., Limited	50,000	110	all	110, buyers	5 p.p.
Pulper at Papeteries du Tonkin Societe des	75,000	110	all	110, buyers	5 p.p.
REFINING.—					
China Sugar Refining Co., Limited	20,000	110	all	110, buyers	5 p.p.
London Sugar Refining Co., Limited	7,000	110	all	110, buyers	5 p.p.
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	110	all	110, buyers	4 1/2 p.p.
Douglas Steamship Co., Limited	20,000	110	all	110, buyers	4 1/2 p.p.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	110	all	110, buyers	4 1/2 p.p.
Indo-China Steam Navigation Co., Ltd.	60,000	110	all	110, buyers	4 1/2 p.p.
Shell Transport & Trading Co., Ltd.	2,500,000	110	all	110, buyers	4 1/2 p.p.
Star Ferry Company, Limited	30,000	110	all	110, buyers	4 1/2 p.p.
South China Morning Post, Limited	5,000	110	all	110, buyers	4 1/2 p.p.
Steam Laundry Company, Limited	20,000	110	all	110, buyers	4 1/2 p.p.
STEAM AND ENGINEERING.—					
Canton & Macao S.B. Co., Limited	1,200	110	all	110, buyers	4 1/2 p.p.
Gande, Price & Co., Ltd.	50,000	110	all	110, buyers	4 1/2 p.p.
Powell, Wm., Limited	15,000	110	all	110, buyers	4 1/2 p.p.
Watkins, Limited	10,000	110	all	110, buyers	4 1/2 p.p.
Watson & Co., A. S. Limited	90,000	110	all	110, buyers	4 1/2 p.p.
Weissmann, Limited	3,000	110	all	110, buyers	4 1/2 p.p.
United Asbestos Oriental Agency, Ltd.	9,900	110	all	110, buyers	4 1/2 p.p.
Union Waterboat Co., Limited	100,000	110	all	110, buyers	4 1/2 p.p.
PARA RUBBER IN LONDON					
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.	

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(NEARLY) EVERYBODY.

No. 1. Equestrians.

"THE MIXTURE OF
MATCHLESS MERIT."

"GARRICK
MIXTURE"

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PRIZE COMPETITION NO. 2.

PETER'S AND NESTLE'S go hand in hand,
They're found on sale in every land.
In the land of Lotus Eaters,
The sweet they ate
Was surely PETER'S—MILK CHOCOLATE.
Keep on rhyming, make no metres,
Lots of words will rhyme with PETER'S.
Not so words to rhyme with "NESTLE".
To find a match you have to wrestle.

As in rhyme, so as a sweet,
Hard to match and can't be beat

NESTLE'S MILK CHOCOLATE.

CONDITIONS.

We are fond of "poetry," as you may judge from above, and if you will send in your efforts you may win a prize consisting of Chocolate. It depends on our estimation of your attempts.

If you like you may send in your attempts under a *nom de plume*, which, if a winner, will be published in the Local Papers. Your name will be treated confidentially by us.

Post your efforts to Messrs. PETER'S AND NESTLE'S, P.O. Box 351, Hongkong.

It costs you nothing to try, and we will give a ROLLED GOLD WRIST WATCH for what we consider the best attempt sent in by 30th April, 1913. Make your verses topical and descriptive if possible, and accompany each attempt with a PETER'S, NESTLE'S or KOHLER'S WRAPPER.

Verses may be rendered in any language.

Imitation being the sincerest form of flattery, we reserve the right to make future use of the verses without disclosing the perpetrators' names.

No Hongkong Store dealing in Confectionery is so behind the times as not to stock

PETER'S, NESTLE'S AND KOHLER'S.

[34-1]

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All
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A
Perfect
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